



WEB FRAMES. In Fore Body, No. and spacing. WEB FRAMES, In E. & B. Space, No. and spacing. WEB FRAMES, In After Body, No. and spacing. BRACKET PLATES to Stringers between Web Frames, depth and thickness. BULKHEADS. STIFFENERS. RUDDER, how constructed. PLATING. RIVETING. UPPER DECK. LOWER MASTS. RIGGING.

EQUIPMENT No. 34518 LETTER 4. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWSERS AND WARPS. Boats 4-24 ft life boats. Steering Gear, Steam by J. Hattis. Pumps, Number one. Windlass by Emerson Walker & Thompson. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers. Ceiling in Holds. Cargo Hatchways. State size No. 1 Hatch. Number of Web Plates. Bulwarks. Correspondence. Workmanship. Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? Are the butts of Plating, Stringers, &c., properly shifted and strapped? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? General Remarks. This vessel has been built in accordance with the approved plans, the Secretary's letters referring to the case and in general conformity to the Rules for the class contemplated. This vessel sustained damage while moored in the Albert Harbour Greenock by collision with the Ferro Concrete Barge "Cretchive" on the 12th Nov 1919 while the latter vessel was entering the Harbour. On the starboard side abreast No 1 hatchway, No 4 plate from stem in 7 strake and No 4 plate from stem in 4 strake indented, were removed, faired & replaced. Two bulb angle frames in way of same buckled bent, were cut below the 3rd strake to suitable shift of butts, the upper parts removed, faired & refitted with. The amount of Entry Fee. Special Survey Fee. Travelling Expenses. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned. 12.19. Lloyds A.C.P. + L.M.C. 12.19.70.

GENERAL REMARKS—(continued).

efficient back bars of same bulb angle section fitted at butts. One beam knee bracket under 2<sup>nd</sup> DH renewed. Stringer plate & stringer angle repaired & heel lugs and cement chocks renewed as required. See copy of Damage Report attached to this report.

This vessel sustained further damage while leaving the Albert Harbour on the 27<sup>th</sup> Dec 1919 by striking the quay at the entrance to the Harbour. On the starboard side abreast after hatchway one plate in the 3<sup>rd</sup> strake below sheer strake set in between the 10<sup>th</sup> & 11<sup>th</sup> frame forward of after end of hatchway and these two frames slightly set in. The riveting and caulking have <sup>been</sup> overhauled and the Owners propose making the damage good at the first convenient opportunity. As the efficiency of the vessel is not affected, this proposal in our opinion merits the approval of the Committee.

This is a motor vessel to the S.S. "Dromore Castle" G.M. Regt No 17572

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 49.5 ft., R.Q.D. 1 ft., Bridge 112.66 ft., Forecastle 39 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as should appear in the Register Book) 2 DH (H.C.) & 3<sup>rd</sup> DH (H.C.) in No 1 Hold

Official No. 144197; Signal Letters

State if Machinery is fitted aft No

How are the surfaces preserved from oxidation? Inside Paint & Part Cement Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors. Cell DH

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	121.33	335	Fore peak tank,		132
Double bottom, under Engines and Boilers,	39.0	151	After peak tank,		220
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	179.83	565	Other tanks, if fitted,		
Total capacity of double bottom		1051	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks. 340.6

State whether the above have been tested as required by the Rules. Yes.

Order for Special Survey No. 2958

Date 11.5.18

No. 572 in builder's yard.

DATES OF SURVEYS held while building

(1918) Dec. 23-24. (1919) Jan. 3-10-13-14-17-24-28. Feb. 4-7-10-12-13-18-24-26. Mar. 5-6-11-14-19-21-24-25. Apr. 2-7-10-11-17-21-22-28-29. May. 1-5-7-12-14-16-21-22-26. June. 5-11-24-27-30. July. 17-23-25-28-31. Aug. 5-6-12-13-21-22-27. Sept. 1-5-11-15-18-19-24-26-30. Oct. 3-6-7-9-13-16-20-23-27-29. November. 3-6-12-13-20-25. December. 1-2-4-9-11-15-17-22-23-24-26-31.

Total No. of Visits 98

Surveyor's Signature

J. S. Mares. H. L. Swinton